



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

mentality that Mr. Hall, from Ohio, had been assisted in his adventurous enterprise in search of traces of the lost expedition. Mr. Hall went out in a whaler that touched only at parts of the coast very remote from where poor Franklin was lost. He then endeavoured in a little boat to reach that distant region; he, however, lost his boat, and was obliged to confine his explorations to the district in which he was embayed for two winters. During this long interval Mr. Hall made himself acquainted with the language of the Esquimaux; and obtained from the curious traditions which they had long preserved among them—handed down from mother to daughter—information respecting the Frobisher expedition, undertaken in the reign of Queen Elizabeth. Mr. Hall had brought home some relics of that expedition; and he had, moreover, discovered that what was marked on all maps as Frobisher Strait, is in reality a bay.

The first Paper read was—

1. *Frobisher Strait proved to be a Bay, and on the Fate of Five Men of the Arctic Expedition in the reign of Elizabeth.* By Mr. C. F. HALL, of Ohio; communicated by HENRY GRINNELL, Esq., F.R.G.S., of New York.

THE object of the Expedition undertaken by Mr. Hall was to make further search for traces of the Franklin party. In this he was supported and assisted by Mr. Henry Grinnell and other friends, and he besides received a free passage in a ship belonging to Messrs. Williams and Haven, of New London. He sailed on the 29th May, 1860, and on the 17th August reached a harbour on the west side of Davis Strait, a little north of "Frobisher Strait." Here he wintered among the Esquimaux, adopting their dress and habits, and learning their language. In the following spring, although he found it impracticable to reach King William Land for the original purpose of his voyage, he made an expedition of 43 days to the north with some natives, living at night in snow huts erected by the party. Obtaining the loan of a whale-boat, he then explored "Frobisher Strait," and after an excursion of 50 days satisfied himself that the so-called Strait was really a bay. He was detained in these regions another winter by the sudden setting in of ice, which imprisoned the ship in which he intended to return. In April and May, 1862, he made a sledge journey over a great portion of his previous year's route; and visiting the Countess of Warwick's Isle, he collected a number of relics, which he supposes to be those of the lost members of Frobisher's Expedition in 1576.

His supposition is founded partly on an identity of locality, and partly on a tradition among the Esquimaux, that very long ago some ships landed a party of white people; two ships are said to have come in one year, two or three in the next, and very many in the following. The natives spoke also of pieces of very heavy stone of a black colour, which he supposes to be iron, and other

relics, to be found on the island in question. The relics consisted of pieces of iron, of coal, fragments of pottery, ruins of a house containing mortar; and many of them were exhibited at the meeting.

The PRESIDENT, having said that the adventurous gentleman who had communicated this memoir was entitled to their warmest thanks, alluded to several naval officers present who had distinguished themselves in Arctic explorations, and first called upon Sir George Back, who, as an associate of Franklin in one of his earlier expeditions, was very nearly wrecked off the southern point of the tract under consideration, which separates Baffin Bay from Hudson Strait.

ADMIRAL SIR GEORGE BACK said he could give very little information respecting the subject of the Paper, for he had not been nearer to the spot in question than Resolution Island, south of Frobisher Bay. On that occasion—so long ago as 1819—in company with his old and dear friend the late Sir John Franklin, the ship, belonging to the Hudson Bay Company, coming in with a fair wind was suddenly becalmed close in under the almost perpendicular walls of Resolution Island. There appeared very little hope of the ship being saved, but a most extraordinary circumstance occurred. The ship, hove up by the swell, struck upon a rock, which unhung the rudder to a certain extent, so as to make it useless. In that way the ship remained some six or eight minutes, when another upheaving of the sea again ran the ship on the rock, and re-hung the rudder. At the same moment a breath of wind off shore filled the sails, glanced her head off, and so she escaped. The ship crossed Hudson Bay, and arrived safely at York Factory, a possession of the Hudson Bay Company. When she was unladen and placed on shore, to the surprise of everybody they found a huge rock of many tons weight fixed in the bottom of the ship. Had that by any chance slipped out in the midst of the bay, the vessel would have sunk instantly.

To return to the Paper, which was a very interesting one indeed, geographers were particularly indebted to Mr. Hall for having corrected a geographical misnomer. Yet, so far as he remembered, at the time when it was called Frobisher Strait a discussion was raised as to the term; and at a subsequent period the celebrated geographer Dalrymple endeavoured to prove that it could not be a strait, but a bay, though probably from a feeling of respect towards the gallant Frobisher, his name remained affixed to it as a strait. There is nothing more perplexing to explorers on entering a piece of water than to know whether they are in a strait or in a bay, from the land-locked appearance presented by islands. An instance of the kind occurred in 1818, when a distinguished naval officer went to Baffin Bay, and described what was then known as Lancaster Sound to be a bay, and certain mountains which appeared to stand at the end of the bay he named after the well-known Secretary of the Admiralty—John Wilson Croker. The following year the error was discovered by Sir Edward Parry, who sailed past these supposed mountains, and arrived at Melville Island, where he was stopped by the ice. To adopt the words of Sir John Barrow, the fountain-head of modern Arctic discovery, the mountains which were named after one Secretary of the Admiralty were sailed past and were proved to be the straits named after another Secretary of the Admiralty.

We were therefore greatly indebted to the gallant American for having determined the character of the so-called Frobisher Strait. He had achieved most of the journey of fifty-one days in a sledge, and the rest he had performed in a canoe or boat; therefore he had in reality gone round the whole of that bay, and had satisfactorily settled the point that it was a bay, and not a strait.

CAPTAIN SHEPARD OSBORN, R.N., said he cordially agreed with the President that we, as Englishmen, were greatly indebted to that distinguished American,

Henry Grinnell, for his cordial and kind support in the endeavours that had been made to discover traces of Franklin and his party. Not only was his heart in the object, but he had employed his means in sending forth expedition after expedition into the Arctic regions; and with an enthusiasm which was honourable alike to the cause and to his country, he was ever ready to back up any effort made either by Englishmen or by his own countrymen. That had been the case with Mr. Hall. Assisted by Mr. Grinnell he went forth to find Franklin, and he said he had found Frobisher instead.

While giving every credit to this gentleman for what he had done, his geographical discoveries were to a certain extent qualified. Looking at the question in a geographical point of view, he might state that eleven years ago, while in the Arctic regions, he was assured by whalers that every one of these sounds were bays. One of the best of them was William Penny, an Englishman, who had fished up to the head of most of them. He was asked why he did not make this truth known. His answer was a good, practical, commercial one; he said, "My knowledge is money." Therefore to Mr. Hall was due the credit, as a geographer, of having made the fact known with respect to the so-called Frobisher Strait, provided he produced latitudes and longitudes. With respect to the discovery of coal on Warwick Island, it struck him that the whole question pivoted on that one fact. Now, it might not be known that on the west side of Davis Strait, from Cape Walsingham downwards, and at many other points, coal is to be found: it abounds near Disco. Mr. Hall would find this circumstance mentioned in the account of Sir John Ross's first expedition, when Parry was one of his lieutenants, and when he was returning down the west side of the strait from that very expedition to which Sir George Back had alluded. It should also be remembered that these early navigators merely found the entrances of these pieces of water, and, as would be seen by reference to a volume published by the Hakluyt Society, they merely marked the headlands in their charts; and it was not until two hundred years afterwards that geographers were pleased of their own accord to call one piece of water a bay, another a strait, and another a sound. Therefore while giving full credit to Mr. Hall for his discoveries, it should not be forgotten that these early navigators are not responsible for the names given to their discoveries.

The PRESIDENT said, as much of the value of the Paper depended upon the evidence of the Esquimaux, he should next call upon the Rev. Peter Latrobe, whose family from the time of his grandfather had been distinguished in missionary exertions, and who was himself connected with the missions to the coast of Labrador, and intimately acquainted with the habits and customs of the natives and the value to be attached to their testimony. He had laid on the table various curious rock specimens from Labrador, including one very peculiar mineral which had been named after himself, Latrobite.

The REV. P. LATROBE then gave a brief sketch of the progress and results of the Moravian mission on the coasts of Labrador and Greenland. He pointed out some of the physical features of the two countries, and the great difference in their respective climates. Greenland was far to the north of Labrador, yet the climate was milder. In Labrador the thermometer often falls during winter to 30° and 40° below zero of Fahrenheit, whereas in Greenland such extreme cold was never known. The inhabitants closely resembled each other, and spoke dialects of the same language, as was shown by Captain Washington, in his interesting vocabulary of the Esquimaux language. To those who wished well to the race, it was painful to observe that they were degenerating. They were becoming better informed, they were becoming more Christianised, their habits were improving in many respects, but they were not equal to their forefathers in point of endurance. This was partly because they had a great tendency to adopt the habits, and especially the food, of Europeans. It is found that train-

oil and blubber suit the Esquimaux constitution far better than coffee and tea, and that as long as they can get that congenial nourishment they are able to endure any amount of cold and hunger or hardship; but as soon as they endeavour to live as Europeans their constitutions begin to get enfeebled. They and their dogs are subject to severe epidemics. As illustrations of the progress of civilization among the Esquimaux, the Rev. gentleman produced copies of Testaments, Prayer-books, and hymns, printed in the Esquimaux language, and stated that the people were very fond of music, possessed good voices, and had excellent memories. They were also very good draughtsmen, in proof of which he had in his possession a chart of 100 miles of the coast, the work of a native; and they also wrote very well. He had with him a very curious book, mainly the production of a Greenlander, illustrated with woodcuts, containing an account of a tradition handed down from generation to generation, in reference to an invasion of Greenland by the Scandinavians six or seven centuries ago. It was known that the Scandinavians formed settlements, built churches and houses, and that after some centuries they disappeared. This book professed to give an account of this incursion of the Scandinavians, of the disputes and wars that took place in consequence, and of the final extermination of the invaders. In conclusion, he stated that Labrador produced a beautiful kind of spar, also hornblende, anthracite, granite, porphyry, jade, serpentine, and other minerals.

The PRESIDENT reminded the Meeting that before Mr. Hall went to examine the so-called Frobisher Strait, he was told by the Esquimaux that it was a bay. It was quite clear, therefore, that the natives were not bad geographers, and were acquainted with the coast-line of their country. He had now to call upon Dr. Rae, who was the first to bring to this country certain very important relics of the Franklin expedition, to read a Paper upon the countries of the Red River and the Saskatchewan.

DR. RAE said he wished to make a remark upon the Paper of Mr. Hall. He fully concurred in all he had said as to the truthfulness of the Esquimaux. When he first brought home information he had gained from them, they were called liars and story-tellers. He knew better. He never in his life found an Esquimaux tell a falsehood unless it was to gain some particular object; and when they did tell a falsehood, it could easily be detected by a little cross-questioning. Where they had nothing to gain by suppressing the truth, you could fully rely upon their statements.

The second Paper read was—

2. *A Visit to Red River and the Saskatchewan.* By Dr. JOHN RAE, M.D.,
F.R.G.S.

DR. RAE'S Paper briefly described a hunting excursion to the prairies of the Saskatchewan River, undertaken by two young English gentlemen, whom he accompanied, and during which he established the latitudes of several points on the route, and rectified the positions of other places. He described two lakes of considerable size (both salt), situated among the elevations of the "Coteau du Prairie," which had not previously been placed on the maps. He named them the "Chaplin" and "Johnstone" lakes. He explained what he believed would be the chief difficulties to be met with in colonising the Valley of the Saskatchewan, and in the formation of an